

JAIL FOOD PROFITEERS TO SPEED SHIP WORK

Congress Finds Labor Must Be Inspired and Houses Provided

RAILROADS A PROBLEM

Shipping Board Would Slow Industries to Relieve Congestion Holding Back Materials

WASHINGTON, Feb. 12.—Three fundamental problems are confronting the nation today in its efforts to speed up shipbuilding:

A new spirit—admittedly now under insidious attack by German propaganda—must be instilled in the industry.

Facilities must be provided for the industry must be slowed down that transportation facilities may be congested at moving supplies to the yards and the present freight congestion relieved.

The attitude of labor is stirring Congress. It is generally felt that profiteering in life's necessities is rapping the patriotism of the workers.

Senator Vandenberg and others will recommend this week falling of profiteers as a remedy for the housing bill now before Congress.

The housing bill now before Congress is being urged to speedy action by Administration leaders who appreciate the critical situation.

“Warships cannot sleep in garages or barns,” President Samuel Gompers, of the Federation of Labor, told members of the Senate.

“Neither can they be packed to hang on street-car straps for hours while going to and from work. Give the workmen decent homes and there will be no difficulty in getting shipyard workers and speeding up those now on the job.”

Demands by the shipping board for relief from the rail embargo, which is tying up ship construction work, has taken a new turn.

Unable to get action from the national railroad administration to release approximately 10,000 cars of supplies tied up or lost in the freight jam, the shipping board is recommending a general slowing up of industry in the country until the railroad situation clears.

It was officially stated last week that the whole ship work on the eastern coast was threatened with tie-up unless some relief was afforded.

U. S. WON'T EXCHANGE INTERNED CIVILIANS

No Intention to Trade for Soldiers Captured in France, Officials Say

WASHINGTON, Feb. 12.—There is no intention on the part of the American Government to make an exchange with Germany of civilians interned at the camp at Gloucester, N. J., any of the other internment camps for American soldiers captured in France.

Such an exchange could not be made if it were desired. When questioned today regarding the rumor that some of the German civilians interned at the Gloucester camp are to be exchanged for American soldier prisoners, Adjutant General T. H. McGinnis said no exchange of prisoners with Germany was contemplated.

If it should become desirable to exchange some Americans for Germans the exchange would have to be confined to prisoners of war of both countries, he said, and could not include interned civilians.

The rules of war provide for an exchange of prisoners of war on both sides, he asserted, and these rules do not contemplate the exchange of men interned in the camps occupying the camps at Gloucester, N. J., and Hot Springs.

Nothing was known of any plans for an exchange of prisoners with Germany, it was said by State Department officials.

AIRPLANES IN COLLISION

Both Flying Toward Sun and Suddenly Swerved Into Each Other

HEITFORDSHIRE, Eng., Feb. 12.—Details of the airplane accident in which Capt. Steadman, American aviator, was seriously injured and another flier killed, were revealed in the inquest here today.

The two machines, it was shown, were flying toward the sun about fifty yards apart. Both aviators, partly blinded by the glare, suddenly swerved together. The planes, locked in a tangle of wreckage, fell flaming to the ground.

Deny Boosting Lumber Prices

R. B. Laynor, president of the Philadelphia Wholesale Lumber Exchange, with offices in the Commercial Trust Building, has issued a statement denying that three Philadelphia lumber dealers boosted their prices when they learned lumber was for Hog Island.

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MRS. LEEDS WEDS GREEK PRINCE



The marriage of Mrs. William B. Leeds, the widow of William B. Leeds, one of the leaders in the tinplate industry in America, from whom she inherited about \$14,000,000, to Prince Christopher, of Greece, has taken place in Switzerland, according to the London Daily Sketch.

NORRISTOWN COUPLES HAVE GOLDEN WEDDINGS

Mr. and Mrs. John Rex and Mr. and Mrs. Lemuel Rodebough Celebrate Anniversaries

NORRISTOWN, Pa., Feb. 12.—Two Norristown couples are celebrating their golden wedding anniversaries today. They are Mr. and Mrs. John M. Rex, 1950 Green street, and Mr. and Mrs. Lemuel Rodebough, who live just outside the borough in Plymouth township.

Half a century ago Miss Hannah Fleck and John M. Rex were married in the Lutheran Church at Springhouse by the Rev. George Still. Of the bridal party who attended them at the wedding only the maid of honor is still living. She is Mrs. Joseph Wilson, 527 Green street, Norristown.

Mr. and Mrs. Rex, who have lived in Norristown for twenty-one years, have six children, fourteen grandchildren and one great-grandchild. The children are Walter Rex and Mrs. William Dager, of Three Tuns; Adam F. Rex, Mount Airy, and Harry and Harvey Rex, of Norristown.

Mr. and Mrs. Rodebough, who are seventy-one and sixty-nine years of age, respectively, have lived in what is known as “Cherry Cottage” of Harmonville, one of four children. Mr. Rodebough served in the Union Army for three years and three months in the Civil War, enlisting in Company M, Eighteenth Pennsylvania Cavalry. This couple had eleven children, the following of whom survive:

Lewis Rodebough, Oakland, Cal.; Leslie M. Rodebough, Harmonville; Mrs. Sarah Olland, Wayne Junction; John Rodebough, Chestnut Hill; Miss Katherine Rodebough, Hickorytown; Jesse Rodebough, Flourtown, and Mrs. Maud Pirth, Harmonville.

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RAILROAD CONTROL STIRS UP CONGRESS

Factions Divided on Question of Compensation to Be Paid by U. S.

QUESTION OF \$200,000,000

Cummins Maintains Roads Should Be Made to Shoulder Part of War's Burden

WASHINGTON, Feb. 12.—The railroad control bill has again plunged Congress into a bitter fight over fair distribution of the war's financial burdens. Lined up on one side is the determined group of men who last session fought for conscription of wealth to pay the tax bills.

The issue is whether the railroads shall be made to bear a fair share of the war's burden or whether the people must pay the railroads virtually what they demand under Government control. Specifically, the battle is over the basis upon which the railroads shall be paid by the Government.

Senator Cummins, of Iowa, and his supporters insist the roads should be guaranteed their ordinary dividend interest on their debt. This, Cummins says, would cost the Government \$750,000,000 to \$775,000,000 a year.

Senator Smith, of South Carolina, leading the opposition, wants the income computed on three pre-war years—1915, 1916 and 1917. This, Smith estimates, will cost the Government from \$46,000,000 to \$55,000,000 a year. The difference to the American people between Cummins' plan and Smith's is about \$200,000,000 a year. The three-year plan is that suggested by the President. Senator Smith declares it should be adopted, no matter what it costs.

“If we must pour out \$200,000,000 a year to meet the demands of service I am in favor of pouring it out, that we may get efficient railroad operation, at least until the shadow of a great national calamity shall have passed,” said Smith. “When the war is over we can settle the question according to the circumstance.”

But Cummins and his supporters point out that the railroads take no risks, inasmuch as the Government is bound to provide the equipment when the railroads can't or won't, and in addition, is guaranteeing a stated return on the business.

Cummins is bitterly opposed to settling the question of compensation to the roads through a surrender to them. He declared today there is no reason Congress should not do “what is just and fair to the railroads and the public alike.”

“The Interstate Commerce Commission,” said Cummins, “has been unable to equalize rates so that fortunate or wealthy roads would care a fair return. Two wrongs do not make a right and from my investigation Justice Kallisch has proven an able, hard-working jurist, and I am reappointing him, as I have always been convinced that the judges of our higher courts, once in the service should feel safe in their position.”

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Cummins is prepared to deliver an exhaustive attack on the bill, probably this week. He will be backed up by several other Senators.

EDGE NAMES KALISCH FOR ANOTHER TERM

Jersey Governor Beards Opposition of Atlantic Counties by Reappointing Justice

TRENTON, N. J., Feb. 12.

Governor Edge today settled the State-wide controversy over the appointment of a successor to Supreme Court Justice Samuel Kallisch, of Newark, by reappointing him to the Supreme Court bench. There was considerable opposition to his reappointment, particularly from Atlantic County, because of his activity in that county in “cleaning up.”

The Governor, it is said, was threatened by certain politicians that if he was for Kallisch they were for Colonel Austen Colgate, who would be Edge's most formidable rival for the United States Senatorship, should the Governor decide to go into the race for the full term.

The Governor today also reappointed Judge Nelson Y. Dungan, an Circuit Court judge for Essex County, despite considerable opposition.

Both Kallisch and Dungan are Democrats. In connection with these appointments, Edge said today:

“From many viewpoints, both in and out of the Republican party and considering precedent, I would have been entirely justified in selecting a Republican in either or both cases. Without any way reflecting upon the ability of Justice Kallisch, it is a well-known fact that when Justice Reed was denied reappointment, seven years ago and Justice Kallisch was appointed in his stead, this action was severely criticized by the Bar, irrespective of political considerations. Two wrongs do not make a right and from my investigation Justice Kallisch has proven an able, hard-working jurist, and I am reappointing him, as I have always been convinced that the judges of our higher courts, once in the service should feel safe in their position.”

so long as their health and mental powers remain unimpaired, and so long as they performed their duties in an honest and efficient manner. “The same conditions do not apply entirely to Judge Dungan's case, further than that the Circuit Court now consists of five Democrats and three Republicans, and in my judgment it would be conducive to a final settlement of political considerations if this court could permanently stand four to four. However, Judge Dungan, from all information I have, has been such an excellent jurist that the same principles should apply, and it is with pleasure that I am naming him for reappointment.”

STOP MAKING BUTTER

High Price of Milk Checks Industry in Canton Township

TOWANDA, Feb. 12.—Because of high prices the dairymen of Canton township and vicinity are receiving for milk, many farmers have abandoned butter making. The dairy butter of Bradford County had a national reputation.

“Therefore, to that determination I have subordinated all other factors, political and otherwise, and it is needless for me to say that they have been numerous.”

“It is my earnest hope that the precedent established by the reappointments I am making will be so deeply impressed on the public mind that it does not be wholly ignored in the future by either Republican or Democratic government.”

“Therefore, to that determination I have subordinated all other factors, political and otherwise, and it is needless for me to say that they have been numerous.”

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- \$25 Suits ... \$18, \$19, \$20, \$21 \$30 Suits ... \$23, \$24, \$25 \$35 Suits ... \$25, \$27, \$28, \$29 \$40 Suits ... \$34, \$35 \$45 Suits ... \$39, \$40

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